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BOTTLED AT CREAM  
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No. 14,794

號九十月九年十一百九千一

HONGKONG, MONDAY, SEPTEMBER 19, 1910.

日六十月八年二號

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Advisory Board, Hongkong.  
Sir Paul Chater, Kt., C.M.G.  
T. F. Hough, Esq., C. J. Lafont, Esq.,  
Hongkong, November 15, 1909. 1424

## "THE DANDY DOCTOR."

Brims of smart witticisms, bright, tuneful and catchy musical numbers, combined with grotesque and ludicrous situations, in fact a veritable "musical something-to-laugh-at." "The Dandy Doctor," as played by the Warwick-Major Comedy Company at the Theatre Royal on Saturday evening, kept the large "house" in continual good humour, for the representation was indeed a great treat.  
Miss Georgie Corliss took the leading part of "Mary Ann," maid of work at Colonel Pendred's and her representation of the character left nothing to be desired. By her brilliant repartee and funny sayings she captivated her hearers and a large measure of the success of Saturday night's play was due to her efforts. Following up her musical numbers were exceedingly comical and mirth-provoking. Her "postcard" song as well as the "top note" were features of the evening and enjoyed very much. Miss Nina Osborne, as Pansy Pendred was very charming and created a most favourable impression, especially in her sweet and graceful rendering of "Nobody knows, nobody cares," for which encore was demanded. Mr. Robert Stephenson as Melchisedek Brew, the timid meat millionaire, and who assumed the part of the doctor, was irresistible and the way he connected the medicines was something laughable. He introduced a business that was thoroughly in keeping with the capital humorous song entitled "Saw-saw." Mr. Jess Sweet, who characterized the part of Hanson, "himself to be a regular page boy," up to all kinds of tricks, and accomplished in the art of step dancing with which the audience were delighted was called back no less than three times. His dancing was certainly a brilliant achievement and fully merited the over-whelming applause accorded to him. Very amusing was Mr. George F. Story as Bertie Belling Bells, especially when he wanted to recite, dressed in the costume of Julius Caesar, at the confetti carnival; while Mr. Reginald Livingston was also good as Colonel Pendred.  
One of the great hits of the evening was the very fine singing by Mr. Ronald Garland, of an entirely new patriotic song, entitled "Hail, King George," set to a martial air which is destined to become very popular. The demands for a "repeat" were accorded to this talent singer.  
The staging effects were all that could be desired and with all the new songs and jokes the combination scored one of its principal successes of the season in Hongkong. After playing in Canton to-night and Tuesday night the Warwick-Major Comedy Company will pay a flying visit to Hongkong on Wednesday when the extremely funny farce "The New Boy" will be staged.  
We have received from the Division of Geology and Mines in Manila, a copy of the pamphlet entitled "The Mineral Resources of the Philippine Islands." Therein are set forth details of the mining operations conducted all over the islands, whether for gold, coal, rough stone, clay, etc.  
**DANGER AVOIDED.**  
HERE is no danger from blood poison resulting from a wound when Chamberlain's Pain Balm is applied. It is an antiseptic liniment. For sale by all chemists and druggists.

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**W. S. BAILEY & Co., Ltd.**  
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Builders of Steamers up to 1000 Tons.  
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PETROL OR KEROSENE MOTOR**  
Is suitable for Shallow-draught and Tunnel-stern Launches or  
Tugs that have to do their work in shoal water.  
It is stocked up to 50 B.H.P. and can be made up to 100 B.H.P.  
For SPEED LAUNCHES this Engine can be built on a lighter  
pattern developing the same power at half the weight.  
**A MOST SUCCESSFUL RACING ENGINE.**

**Belfast Hongkong Marine Engineering, Ltd.**  
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STEAMBOAT CO., LTD.**  
EXCURSION TO MACAO.

ON SUNDAY, THE 25th SEPTEMBER,  
The Company's Steamship **'HEUNGSHAN'**  
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.  
Departure from Macao at 3 p.m.  
FARES  
1st-Class Return.....\$4.00. 2nd-Class Return.....\$1.50.  
Single.....2.00 Single.....0.75.  
N.B. The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET  
WHARF.  
J. ARNOLD, Acting Secretary.  
Hongkong, September 13, 1910. 12

**THE HONGKONG HOTEL.**  
UNRIVALLED FOR COMFORT AND CUISINE.  
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OPEN to the South Winds in Summer and protected from the North-east Winds in  
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent  
islands for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.  
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Hongkong, February 8, 1908.

**VICTORIA RECREATION CLUB.**  
ANNUAL AQUATIC SPORTS.  
THURSDAY, FRIDAY & SATURDAY,  
22nd, 23rd and 24th September, 1910.  
COMMENCING at 5 P.M. on THURS-  
DAY and FRIDAY, and 4 P.M. on  
SATURDAY.  
Admission: Non-members \$1 each day.  
Ladies (admitted on Saturday only), 50  
cents.  
Hongkong, September 18, 1910. 1135

**ROBERT CLARY,**  
CONSULTING MINING ENGINEER.  
300 LEARY BUILDING,  
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HONGKONG HOTEL, until Sept. 24.  
Hongkong, September 14, 1910. 1124

**NOTICE.**  
THE AGREEMENT with WALTER  
BRADY as Manager of the ASTOR  
HOUSE HOTEL CO., LTD., Shanghai,  
has been determined, and the said WALTER  
BRADY is no longer employed by the Com-  
pany in any capacity whatever.  
Until further notice, all business  
communications should be addressed to  
"Secretary."  
By Order of the Directors,  
A. W. WHITLOW,  
Secretary,  
ASTOR HOUSE HOTEL CO., LTD.,  
Shanghai, Sept. 16, 1910. 1131

**Business Notices.**  
**THE EASTERN ASBESTOS COMPANY,**  
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SOLE AGENTS FOR  
**THE BELDAM PACKING & RUBBER COMPANY,**  
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Contractors to the Admiralty and Leading Shipping Companies.  
Sole Patentees and Manufacturers of the following Specialities:  
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Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.  
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Price \$12.00 - - - Per Case.  
THE BEST AND MOST WHOLESOME TONIC IS  
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Drip Filters, in Glass & Stoneware.  
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A FIRST-CLASS AND UP-TO-DATE HOTEL.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged and  
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ments of the latest. Hotel Lunch meets all steamers. Monthly rates for Time and  
Dinner. Special rates for Married Families on application to  
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(Manager of J. Lyons & Co., Traders) leading Wholesaler in London and  
G. O. H. Colombo.  
Telephone No. 127. TELEGRAPHIC ADDRESS "Ombrogato," Hongkong.  
Hongkong, December 1, 1909. 154

**GRAND CARLTON HOTEL.**  
FIRST-CLASS IN EVERY RESPECT. ELECTRICITY THROUGHOUT  
HOT AND COLD WATER. SHOWER AND TANK BATHS.  
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable  
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MODERATE INCLUSIVE CHARGES.  
O. K. OWEN, Proprietor.

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**PORTLAND CEMENT**  
In Casks or 375 lbs. net.  
In Bags of 250 lbs. net.  
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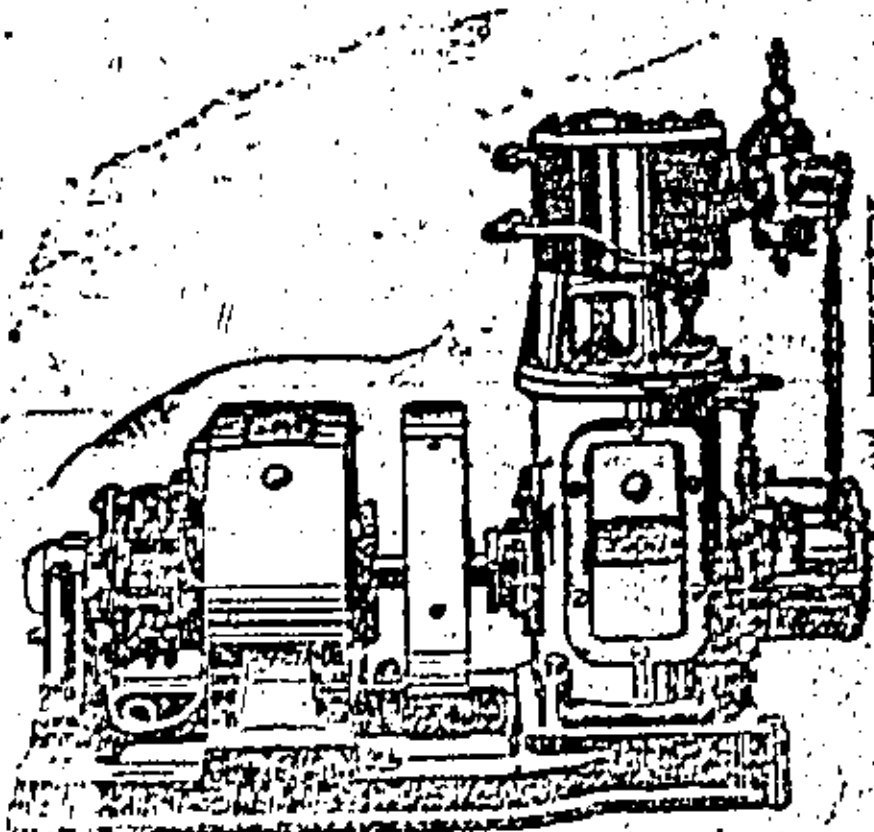
**NOTICE OF REMOVAL.**  
**FAIRALL & CO.**  
Beg to announce to the Public  
that they have REMOVED the  
whole of their business to  
**No. 2, PEDDER STREET,**  
(opposite the Hongkong Hotel).

**"SOUVENIR"**  
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No Writing Table Complete Without It  
Pretty and Acceptable Birthday or Xmas Gift.  
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Calls Received.  
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Important Correspondence.  
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ON SALE:—KELLY & WALSH, LD.; BREWER & CO., LD.; CHINA MAIL, LD.  
Or Free by Post from the Publisher, K. A. MASSEY, 16 HOTEL MANSIONS.  
Hongkong, August 23, 1910. 70

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QUEEN'S ENGINEERING WORKS, BEDFORD,  
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MANUFACTURERS OF:—  
A. Centrifugal Pumps (including  
Turbine Pumps) driven by Steam-  
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Induced draft driven by Steam-  
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F. Allen Vertical Enclosed Air Com-  
pressors.  
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Full details and particulars of any of the above mentioned  
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**CENTRIFUGAL PUMPS & SHIP  
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**"AQUARIUS" WATER.**  
A Pure, Distilled Table  
Water.  
IN QUARTS, PINTS & SPLITS.  
MIXES WELL WITH WINES & SPIRITS.  
**Caldbeck, Macgregor & Co.,**  
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Hongkong, September 14, 1910.





## Intimations.

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LIMITED.WATCH-MAKERS AND JEWELLERS.  
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DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
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MERCHANTS, ETC., OF FIFTY YEARS STANDING.  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908.**MEE CHEUNG & CO.,**ART PHOTOGRAPHER, ICE HOUSE LANE.  
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Select Views of Hongkong and South China.  
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Charms, Chains, Links, &c.Jade Stone and Chinese Made Gold Jewellery  
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.  
Repairs of Watches and Jewellery effected by experienced Europeans.**J. ULLMANN & CO.**

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QUEEN'S ROAD CENTRALCENTRALLY situated, up-to-date Hotel. Recently renovated and under entire  
New Management. Large and Comfortable Rooms, Excellent Cuisine, under the  
supervision of an experienced French Chef.PARTICULARS AND RATES on application to **MANAGER.**  
**L. GAMEAU** Proprietor. **N. BLUMENTHAL** Manager.  
Hongkong, October 8, 1908.**TRY****WEISMANN'S**  
PURE FRESH COFFEERoasted and ground on our  
premises daily.

IN 1/2 LB. AND 1 LB. TINS.

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**WHITE ANTS.**AVENARIUS CARBOLINEUM  
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WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND  
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ALL SORTS OF ARTISTIC JOB-PRINTINGsuch as:  
INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT  
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPERS,  
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European Supervision

Moderate Prices.

## Intimations.

**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)**COAL DEPARTMENT.**SOLE PROPRIETORS OF TAKA-  
SIMA, OCHI, MUTABE, HOJO,  
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and KAMUYAMADA Collieries.SOLE AGENTS FOR KISHIDAKE, MI-  
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Co.MANILA: Messrs Macondray &  
Co.

For particulars, apply to

H. OISHI,  
Manager,  
No. 2, PRINCE STREET,  
Hongkong, January 9, 1908.HONGKONG VOLUNTEER  
RESERVES.A CORPS OF RESERVES is being  
enrolled under the Volunteer Re-  
serve Ordinance 1910. All British subjects  
being Ex-Servicemen (including Volun-  
teers) and Civilians wishing to be enrolled  
under the Ordinance are requested to  
communicate with the Undersigned as early  
as possible.A. JENKINS,  
Hon. Secretary.King's Buildings,  
Hongkong, September 18, 1910.HONGKONG COTTON SPINNING,  
WEAVING & DYING COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEET-  
ING of Shareholders of the above  
Company will be held at the Office of the  
General Manager on SATURDAY, the  
24th September, at 11.15 a.m., for the  
purpose of receiving the Report of the  
Managing Committee and Statement of  
Accounts to 31st July, 1910.The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 17th to the  
24th September, both days inclusive.  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, September 12, 1910.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEET-  
ING of the Shareholders of the above  
Company will be held at the Company's  
Office, on SATURDAY, the 24th Septem-  
ber, at Noon, for the purpose of receiving  
the Report of the General Manager, and  
together with a Statement of Accounts to the  
31st July, 1910.The TRANSFER BOOKS of the Com-  
pany will be CLOSED from 9th to 24th  
September, both days inclusive.  
DOUGLAS, LARSEN & Co.,  
General Managers.  
Hongkong, September 3, 1910.**THE BIRD IN  
THE HAND**(A BIRD IN THE HAND IS  
WORTH TWO IN THE BUSH)."The Bird in the Hand" is the  
most valuable and most interesting  
book in the world. It is a book which  
every man, woman and child should  
have. It is a book which will give  
you a true and reliable knowledge of  
the world. It is a book which will  
give you a true and reliable knowledge  
of the world. It is a book which will  
give you a true and reliable knowledge  
of the world.

Hongkong, April 12, 1910.

**CHEONG HING.**

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOUS, PORCELAIN, JADESTONE  
AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

**BUSINESS****COMMENCED,**

WEDNESDAY, 13TH JULY.

HONGKONG, 77, QUEEN'S ROAD

CENTRAL.

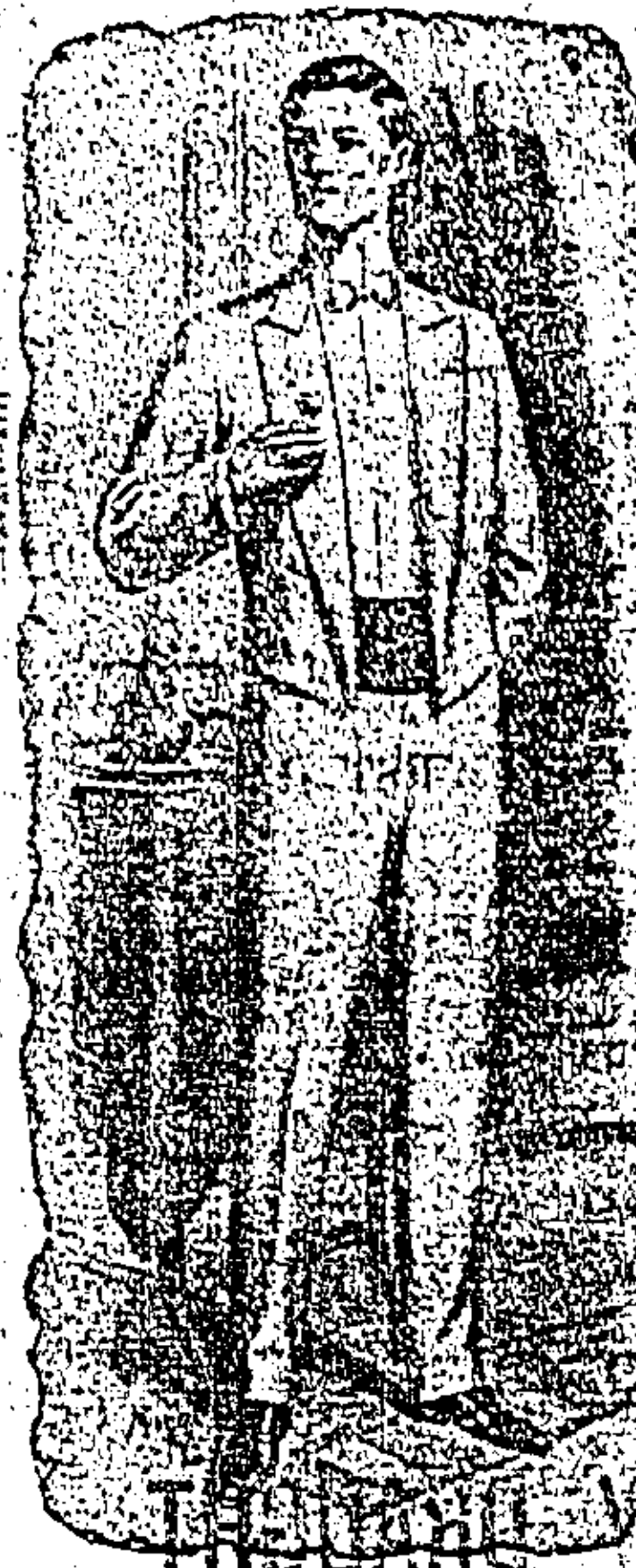
Hongkong, July 11, 1910.

**CURIOUS STORY OF OFFICIAL  
SQUEEZE.**A man in the Tungling district kept a  
pig, which he was rearing to sell to pay his  
rent. Somehow this pig got loose, and as  
it appeared to have no owner, apparently  
some one hunted and wounded the animal  
but did not kill it. Meanwhile  
its owner came upon the scene.  
The hog was hurt too badly to  
live, but if it were killed, as it was not  
market day, there could be no regular sale  
for the pork. So he reluctantly consented  
to a compromise, and sold the pig to a  
dealer for six dollars. Meanwhile, a local  
official thought the opportunity of turning  
over a dollar or two too good to be lost  
sight of. He therefore ordered a coroner's  
inquest over the defunct animal. The  
co-called coroner brought back news that  
the animal was diseased. Then the official  
swooped down upon those who had any  
dealings in the transaction, fining one  
ten dollars and another six. The man  
who was fined ten dollars, being of  
a timid disposition, paid the money;  
the other rebelled. The result was that he  
was arrested and flogged. The account  
says that the man received a thousand  
lashes. It took three men to carry out the  
sentence. The reporter states "that the  
blows fell upon the man's body, as the  
sound of the chopping knife falls on the  
meat block, when meat is being minced."  
Indeed, the man's skin was cut to pieces.  
He was then removed to the prison. Such  
is the story; if it is true we can well un-  
derstand how such deeds embitter the common  
people against their rulers.**DINNER WITH THE NEGUS.**A correspondent of the *Corriere della  
Sera* writes an account of the public dinner  
that the Emperor of Abyssinia gives to  
his subjects once a week.On the three great annual festivals this  
"gheber" becomes a spectacle probably  
unequalled in the annals of court dinners.The background of the barnlike structure,  
which serves as dining-room is all but  
filled with the famous throne bed which  
the French republic had presented to  
King Menelik; the present Negus on  
the occasion of the State dinner sat on  
the edge of it when the European visitors,  
the first to enter the room, filed past him,  
each one being received with a smile and  
a shake of the hand. As soon as they were  
seated, and began to eat, King Menelik also  
began, but his state dignitaries have to wait  
till their lord gives the sign that they also  
may fall to.The Abyssinian royal menu is a surprise  
on the European who has expected either  
the food of primitive man or the concoctions  
of a French chef. There are six courses,  
but they do not vary much, the chief in-  
gredient of all being the flesh of fowls.The table service is a curious medley of  
costly, beautiful gold vessels and broken  
crockery of the cheapest kind. The Euro-  
peans use knives and forks, the Abys-  
sinians are fed by slaves. Silence pervades  
the room during the three hours from 10  
a.m. to 1 p.m. while the feast is going on,  
and you hear the distant sound of the great  
crowd waiting impatiently for admittance  
and the beating of the drums in honour of  
Archangel Gabriel at the church close by.The moment the Europeans have ended  
their meal the curtains are drawn aside and  
through every door the stream of natives  
pours in. There are eighty tables, each in  
charge of an overseer and four assistants,  
and from five to six thousand Abyssinians  
are in an incredibly short time engaged in  
feeding and talking at the same time at the  
top of their voices.Each table is served by eight slaves, who  
are kept hard at work supplying the diners  
with great lumps of raw meat, with which  
they eat the leaves of a native vegetable,  
the anghera. They eat enormous quantities  
of both, drinking honey water, the national  
beverage, out of gigantic horns.As soon as one crowd is satisfied it has to  
make room for another, and all the time  
the musicians are doing their utmost on  
trumpets, flutes and other instruments to  
add to the deafening din. Last of all a  
cluster of singers group themselves round  
the Negus, chanting a hymn in his praise,  
of which, however, he cannot possibly hear  
a single word.One of the costliest books ever issued  
is the "Official History of the South  
African War," the final volume whereof  
has just been published. The four volumes  
contain 2,000 pages, and the total cost of  
producing the work was £24,000. Eight  
years' work for many hands is represented  
in the four volumes; the first volume ap-  
peared in 1900, and the second in the  
following year, but after volume II. was  
published in 1908, nothing came out until  
June, 1910. To obtain fullness and ab-  
solute accuracy of detail, tons of documents  
have been examined and arranged. They  
included official dispatches, officers' private  
letters, newspaper reports, and even the  
letters written home by Tommy Atkins.WANTED.  
CERTIFICATED ENGLISH MASTER  
is open to receive Pupils for PRI-  
VATE TUITION in English. Reasonable  
terms.  
Apply to "ENGLISH"  
Care of "CHINA MAIL" Office.  
Hongkong, Sept. 13, 1910.WANTED.  
BY a Lady in Shanghai a NURSE  
European preferred, for one little  
girl, age 4. Applicant must be a good  
needlewoman. Write stating age, refer-  
ences, &c., to  
"SHANGHAI"  
Care of "CHINA MAIL" Office.  
Hongkong, August 22, 1910.

## Intimations.

**J. T. SHAW,**

Tailor &amp; Outfitter.

HONGKONG HOTEL,  
QUEEN'S ROAD.

Hongkong, November 1, 1908.

MARTIN'S

APOL STEEL

PILLS

A French Remedy for all irregularities.  
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## A. S. Watson &amp; Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## BRANDY:

	Per case of 12 doz.
1-SUPERIOR PALE, Red Capsule ...	\$20
2-SUPERIOR OLD COGNAC, Red Capsule ...	23
WATSON'S *** COGNAC, Gold Capsule ...	23
3-SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ...	29
4-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
5-FINEST OLD BROWN BRANDY, Gold and White Capsule ...	40
HENNESSY ***	30
BOUTELLEAU'S CHAMPAGNE LIQUEUR	40
Per Doz.	
6-FINE PALE COGNAC ... (MARIE BRIZARD & ROGEE'S) ...	\$20.50
7-O. F. V. O. ... do ...	64.50
8-VERY FINE LIQUEUR COGNAC, 60 Years Old ... do ...	100.00

NOTE: For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 per Dozen.

## THE Piano MOUTRIES

SUPPLY IT.

Price \$378.

FIVE YEARS WRITTEN GUARANTEE.

## NEW MODELS

FOR 1910.

S. MOUTRIE &amp; CO., LD.

HONGKONG, April 16, 1907

## WM. POWELL

LIMITED,

ALEXANDRA BUILDINGS.

NEW SEASON'S DRESS FABRICS.

Fashionable Cloths.

TWEEDS, TARTANS, VOILES, POPLINS, etc.

Patterns on Application.

Wm. Powell, Ltd.

ALEXANDRA BUILDINGS.

## EMPIRE

CINEMA THEATRE,

PREMIER HALL OF THE COLONY,

200, VICTORIA ROAD CENTRAL,

Opposite Central Market.

2 Performances:—7.15 to 9 and

9.15 to 11.30 p.m.

Extraordinary Grand Programme

FOR THREE NIGHTS ONLY.

The Magnificent Coloured Film

"THE MINISTREL"

Artistic Duet entitled

"THINKING"

by

Miss ADDIE LEIGH and

Miss MAGGIE FRAZER.

Miss MAY LEWIS

In New Songs.

## General Memoranda.

WEDNESDAY, September 21:—  
Noon—Auction of Clothing & Effects, at Messrs. Hughes & Hough's Sales Rooms.  
9 p.m.—Performance by Warwick Major's Comedy Co. at City Hall.

THURSDAY, September 22:—  
V.R.O. Annual Aquatic Sports, 1st Day, 2.30 p.m.—Auction of Household Furniture, etc., at No. 8, Gordon Terrace, Hanoi Road, Kowloon.  
Queen's Road Central (Top Floor).

FRIDAY, September 23:—  
V.R.O. Annual Aquatic Sports, 2nd Day, 2.30 p.m.—Auction of Household Furniture, etc., at No. 8, Gordon Terrace, Hanoi Road, Kowloon.

SATURDAY, September 24:—  
Noon—Meeting of Douglas Steamship Co., Ltd. at Govt. Offices.  
V.R.O. Annual Aquatic Sports, 3rd Day.

SUNDAY, September 25:—  
9 a.m.—Excursion to Macao by s.s. Hongkong.  
Monday, September 26:—  
3 p.m.—Auction of Pier Rights at the Public Works Department's Offices.

TUESDAY, September 27:—  
5.30 p.m.—Harbour Race for China Mail Cup.  
THURSDAY, September 29:—  
Bell's 2nd Annual Aquatic Sports at V.R.O.

SATURDAY, October 1:—  
Civil Service Sports.  
TUESDAY, October 4:—  
Jewish New Year Day.

## The China Mail

HONGKONG, MONDAY, SEPT. 19, 1910

## THE REMOVAL OF THE QUEUE.

As most readers of the *China Mail* are aware the subject of the removal of the queue has become a burning topic of discussion in Peking, owing to the recommendations of Prince Tsai Tso and others in favour of its abolition. Several high officials who have served abroad have already had the characteristic appendage cut off, but in obedience to conservative custom they have worn false queues whenever they have been received in audience by the PRINCE REGENT. The discussion, however, is not confined to Court circles. All over China men are talking about the matter and only the other day when an order was issued to certain bodies of foreign-dressed troops to remove the queue, a large number of men actually deserted rather than obey. Of course these conservatives have their counter part in radicals who will see the queue disappear at once, along with the present dynasty. One of these, the editor of a Chinese paper published in Hongkong, wrote only the day that "if the queue was abolished then the disgrace and shame of more than two hundred years would be swept away, and surely we have reason for shame, and for hatred, when we view this question of the queue." Our contemporary in the course of a long and scorching article recounts some interesting historical data. When the wearing of the queue was first of all imposed upon the children of Han, it says, the order was enforced with the worst kind of cruelty. "Among other places we may mention Kwangtung, and we know that for three days the work of compelling the people to shave their heads, and to wear the queue was coupled with the utmost cruelty. Today the people look back and remember those times as days of death. Hatred was engendered, and though two hundred odd years have passed away with great rapidity, whenever we recall those times we find that conscience is not dead, and we are filled with a feeling of hatred. What then do we hate? We hate the thought

that the Manchus forced the queue upon us, and at the same time slaughtered so many of the people of the Middle Kingdom. Whilst therefore the calamity remains this hatred will endure. There is further the shame that is attached to the wearing of the queue. First there is the shame which it always carries, which is that the Chinese are the slaves of the Manchus. Then we are said to wear "pig-tails" by all foreigners. Think of the shame of that! Here we have a great and intelligent nation like the Chinese treated as horses and cows by a few barbarians. Thus from within we have to endure the shame that a vast and intelligent nation has been subdued by the Manchus, and has to submit to displays of their arbitrary power, while in regard to outsiders we are scorned at and despised by the entire world because we have to wear the queue. It really is the badge of an unutterable disgrace. Is it not a cause of shame? Can we for a moment forget the shame? There is the shame that we still have to wear the queue, and while the sign of this humiliation remains the disgrace will continue. But in this contempt of the Manchu for the Chinese there is another cause of hatred and shame. It is an elementary principle that everyone should have complete control of his own person. Everyone claims, and indeed, should have this freedom, and no outsider should be able to interfere with it. But when we remember that the Manchus compelled us to shave our heads, and, further, forced us to wear the queue, then it is seen that this right to control our own persons have been seized and held by the Manchus. Any one who opposed them in a lesser or greater degree was killed and slaughtered. The natural laws of right and wrong could not have been outraged more effectually. In all possible causes of sorrow and shame, where could we find anything that could stir these passions more deeply? Of all possible causes that can stir hatred strong and deep in the hearts of men, there is nothing more forceful than the loss of one's country; of causes of shame there is nothing that cuts more deeply than that we have been made slaves to others, and that the badge of this slavery is yet with us, and worn by us. This hateful and disgraceful badge is handed down from one to another. This proves that we are slaves and menials; that, indeed, we are treated as horses and cows. Then this, is it not better to do at once and have done? And with this disgraceful badge of servitude still hanging upon us, as a sign of our humiliation, they are now talking of renovation and of a rehabilitation of the country! But when we approach the discussion as to the removal of the queue, let it be known that this is not the first discussion of the matter. The question originally started some years ago and both the Manchus and the Chinese have been face to face with it for some time.

"Five years ago Prince Hsing brought this matter of the queue to the notice of the EMPRESS DOWAGER, and she was furious. She said it was impossible to remove the queue, and so change the traditions and influence of their departed ancestors. She degraded Prince Hsing for a year. After that there was silence. Recently Prince Tsai Tso has been travelling abroad and has been associating and dining with foreigners, and he noticed that when he displayed his "pigtail" foreigners secretly laughed at him. So on his return to Peking he brought the matter to the fore, and has offered many reasons for his view that the queue should go. Recently, the Manchus have been troubled at the way power is slipping from them and again and again they have gathered to discuss and wrangle about the subject but have come to no conclusion. It is said that there are a great many officials who are opposed to any change, and their reason is the same as those of the EMPRESS DOWAGER, that it is not right to change the customs which their ancestors have handed down to us. So they oppose the cutting of the queue. But do the Manchus think that by retaining the queue they can maintain their hold over the people, as in the old days? It cannot be denied that the position of the Manchus to-day is as unstable as a pile of eggs. They cannot hope for a single life of the roof to remain over them. Fortunately their age-long tyranny is nearly dead. They are not able with any effect to protect their own ancient laws and to benefit themselves. We venture to affirm that if they returned to their original home, there they would find those who will sweep away all traces of the glory of their dynasty. They have handed their country over to their enemies and these enemies will make short work of ancestral glories. What are now known as the glories of the Tai Tsing Dynasty and their antiquated laws will be brushed aside as so much rubbish and sediment, and not a solitary shadow will be left behind. Why discuss the question? Cannot it be seen distinctly enough that the original law, the law which is said to be full of good luck, is being trampled upon by Russia? Is it not also over-run by the Japanese? If then they cannot protect the home of their fathers and their ancestors, why do they talk about not changing the customs of their fathers? Since the signing of the treaty between Russia and Japan, the homes of their ancestors in the Three Provinces have really passed beyond their control.

"The attitude of the Chinese towards the cutting of the queue is one of delight; but there is also a touch of sadness therein. The joy is that in cutting off the queue there is an approach to something that suggests renovation. There is the thought that we are becoming stronger. We shall get rid of these disgraceful "pig-tails" and shall then assume a civilized form of dress. We shall not in this regard

be any longer despised and scoffed at by others. It is not to be hoped that any renovation of the country can be brought out by the Manchus, because they are Manchus and we are Chinese. Therefore, any changes that may be made by the court are not changes that the Chinese would adopt, they would not benefit but really injure us. It is certain the Manchus cannot make the country strong. We therefore must consider the matter, and we must ourselves get the power into our own hands, and then shall all the people be welded together, and the country be united. Then will the Chinese govern China, and this will cause all great joy. If, however, we relinquish the desire to take back the power into our own hands, and trust to the Manchus, without knowing whether they are going to be true or false, this would be as though we signed the eye-brows and oyo-lashes, merely causing pain. The thing to be sorry about is that if the queue is cut off, then there will probably be a change in dress. If there is a change in dress then the people will rush outside for their materials so that there will be a decay of native manufactures and Chinese money will go into the hands of foreigners. But if the matter is looked into it will be found that this does not concern the cutting off of the queue, for even now a great deal of money goes into the pockets of foreigners for the things they bring. There will not be much change in this respect. Whether the Chinese will get back power over their own country or not, does not lie in the wearing of the queue. Moreover, if foreigners laugh and ridicule us for wearing the "pigtail" they ridicule us much more for losing our country and being slaves. If then we wish to avoid these things we must return to the original way of government, and hold to an enlightened determination. We have lost the power to rule our own persons; we have experienced the grief of having lost our own country. Should not the four hundred millions groive at this? Should they not be ashamed of this?"

It will be perceived that if our contemporary decries the Manchu he has also little use for foreigners: wherein he is typical of many of his race.

## NEWS OF THE DAY.

We have a letter addressed A. S. G., c/o China Mail Office. Will A. S. G. please apply for same.

The H. M. T. Rohilla left Malta yesterday.

The American gunboat Wilmington arrived from Swatow to-day.

Sunday was the Chinese moon-cake festival and festivities were pretty general, especially in the evening.

Howitzer at a two miles range have shattered a dummy airship towed over Whitstable Bay by a scout.

The silk shipped on board the M. M. s.s. Polynesian, which left this port on the 16th August, was delivered in Lyons on the 17th September.

The health of the Colony continues good. Only one case of communicable disease was notified last week—an imported occurrence of enteric fever.

A railway car ferry boat which sank in the middle of Lake Michigan, caused the death of thirty-nine people. Only three were rescued.

Mr. R. C. Gould, a Penang solicitor, has been suspended for three months for unprofessional conduct in connection with the retention of money belonging to a client.

The Chinese Engineering and Mining Company, Limited, report that the total output of the Company's three mines for the week ending 3rd September amounted to 21,467.68 tons and the sales during the period to 21,373.28 tons.

The Nippon Yusen Kaisha wishes it to be known that though the rates of passage have been reduced on their American Line steamers to United States and Canadian Ports and overland to Europe, effective from the 1st instant, the same standard of excellence in service on board the steamers as hitherto will be maintained.

Evidence of the great havoc caused by the last typhoon in the China seas are being frequently sighted by ships arriving in Hongkong and the s.s. *Camaranishire*, under the command of Capt. W. Gregory, from Shanghai, which arrived this morning, when some twenty-one miles from Okeau Lighthouse in Lat 24°, 42' N. and Long 119, 13' E., sighted a quantity of wreckage just awash. From what could be observed part of the wreckage was supposed to be a capsize junk. No bodies were visible.

Inspector-General Garlington, of the American Army, has created a sensation by his report just made public. General Garlington asserts that as a result of his inspections he has found that the infantry of the United States Army are below mediocrity in the matter of capacity to march. Major General Wood, Chief of Staff, taking General Garlington's report as a basis, has ordered that most rigid inspection of troops be made and that the source of the deficiency reported be discovered if possible.

GET IT TO-DAY.

EVERY family should be provided with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year. Attacks of bowel complaint nearly always come on suddenly and when this remedy is at hand, all danger may be avoided. For sale by all chemists and storekeepers.

## NEWS OF THE DAY.

The Times reports that the official statistics in regard to the cholera outbreak in Russia are appalling. In the whole Empire there have been 164,445 cases and 44,723 deaths.

There were 323 Europeans and 241 Chinese visitors to the City Hall Library, and 234 Europeans and 9,435 Chinese visitors to the Museum during the week ending the 18th Sept.

The Rev. Christopher Hudson, the vicar who was inhibited for contracting an illegal "marriage," his lawful wife having lived apart from him for five years, was locked out of his church at Sutton Cheney, near Nuneaton, on August 31, and another clergyman took his place.

With reference to the drowning affair at Koh-el Chang, by which three European sailors and a Chinaman from the German steamer *Andrea Rickmers* met their deaths, it is reported that the bodies of one of the Europeans and of the Chinaman have been recovered and buried, after due enquiry into the circumstances attendant on the deaths.

Statistics contained in a Blue-book just issued show that the number of licensed houses in England and Wales has decreased since the Act of 1904 came into operation by an annual average of about 1,381. The number of registered clubs, on the other hand, increased by 190 in 1908, and is estimated to have increased by about 342 last year. In five years (1905 to 1909) no fewer than 853 clubs were registered. The year 1909 is marked by a great decrease in the convictions for drunkenness. There were 169,619 such convictions, as compared with 187,803 in 1908—a reduction of 18,284, or 9.74 per cent. This is attributed largely to the increased spirit duties, &c., of the Budget.

## SOCIAL AND PERSONAL.

Messrs A. G. Gordon, R.E. Humphreys and E. C. Wilks were among the passengers per *Rubi* from Manila which arrived to-day.

The Rev. W. H. T. Pegg, B.A., Army Chaplain, arrives here on the 14th of next month per H. M. T. *Rohilla* in relief of the Rev. A. Dallas Ennis, M.A.

The Union learns that Mr Montague Bell is retiring from the editorship of the *North China Daily News* and will be succeeded by Mr O. M. Green, the assistant editor.

Captain Rehewald, commander of the German steamer *Derwanger*, died at 2.20 a.m. on Sept. 10th, while on a voyage to Singapore from Swatow. The cause of death was heart failure and, as the ship was nearing port at the time, the body was brought to Singapore.

Hongkong while rejoicing at Mr Tadaichi Arima's well deserved promotion regrets greatly the severing of his connection with the Colony. During the ten years that he represented the interests of the Osaka Shosen Kaisha here he made a distinct mark for himself as a business man as well as a charming social companion. He has done much to cement the good relations existing between the Japanese and the British Communities of Hongkong.

A wonderfully attractive book dealing with the career of King Edward as a sportsman is promised. The editorship is in the capable hands of Mr Alfred E. T. Watson, better known perhaps by his nom de plume of "Rapiet." The introductory chapters will be written by Sir Seymour Fortescue, a very old personal friend of the late King, while Lord Marcus Barendsoff—who has managed the Royal racing stud for several years past, will also have a large share in the production of the book.

An interesting portion of this volume will be the reminiscence of Lord Ribblesdale of King Edward in the hunting field. It is not generally remembered to-day, that in his younger days the King was an enthusiastic rider to hounds, as was Queen Alexandra. The book will be lavishly illustrated, and it is stated that the King has given directions that all possible facilities are to be given to the editor and his colleagues for the production of the work. No date for its publication can be announced at the moment.

## A SUPPRESSED CELEBRATION.

At the Chinese Mid-Autumn Festival last year considerable ill-feeling was aroused between the villagers of Tai Hang and the mafioses at Kennedy's stables at Causeway Bay. In fact, the celebration of the Festival was marred by a serious fight, largely caused by the mafioses making fun of the fire dragon procession and generally indulging in horse-play.

In order to prevent a recurrence of these scenes the police were instructed not to allow the formation of any fire devil processions this year. On the first day, Saturday, the request was respected, but yesterday some of the folk got together and formed something of the kind, only having the head of a dragon made up, however. The police interfered and arrested one man who was brought before Mr J. R. Wood at the Magistrate's court. He was charged with having taken part in a procession without the permission of the Registrar-General and fined \$25. The Festival, which lasts for three days, ends to-night.

## SURE CURE FOR DIARRHOEA.

A ordinary attack of diarrhoea may be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Only in the most severe cases is a second or third dose required. Try it. It has a reputation of over thirty-five years behind it and is everywhere recognized as the most reliable remedy in use for diarrhoea. For sale by all chemists and storekeepers.

## [Continued.]

## THE CHINESE NAVY.

## REPORTED AMERICAN CONTRACTS.

(Reuter's Service to the China Mail.)

LONDON, September 19.  
A New York message states that it is announced that Mr Schwab, who controls the Bethlehem and Union plants, has secured contracts for the construction of several battleships and other war-vessels for the Chinese Navy.

The message adds that Mr Schwab is on the way to meet Prince Tsai Hsun at San Francisco, where the contracts will be signed.

## RUSSIAN AMBASSADOR'S DEATH.

(Reuter's Service to the China Mail.)

LONDON, September 19.  
The death has occurred of M. Nolidoff, Russian Ambassador to Paris, and formerly Ambassador at Constantinople.

## FINISH OF AFRICAN ELECTIONS.

## NATIONALISTS BIG MAJORITY.

(Reuter's Service to the China Mail.)

LONDON, September 19.  
The South African elections have now concluded, and the state of the parties is as follows:—

Nationalists ..... 67.

Unionists ..... 37.

## BRITISH NORTH BORNEO CO.

## DEATH OF THE CHAIRMAN.

(Reuter's Service to the China Mail.)

LONDON, September 17.  
The death is announced of Mr William Cowie, Chairman of the British North Borneo Co. He died at Bad Nauheim.

## THE EUROPEAN SITUATION.

## A NEW TRIPLE ALLIANCE?

## Italy Ignored.

(Reuter's Service to the China Mail.)

LONDON, September 17.  
It is regarded as significant that the Viennese clerical organ, the *Vaterland*, publishes a summons to Turkey to conclude forthwith an alliance with Austria and Germany. It declares that no group of Powers would venture to attack or resist such a combination.

The article is believed to proceed from an influential military quarter. The *Matin* (Paris) announces the conclusion of a secret Military Treaty between Turkey and Roumania under the direct inspirations of the Berlin and Vienna Governments ensuring for Turkey Roumanian support should Bulgaria attack Turkey.

The *Matin* understands that Italy was not consulted in the matter.

## EGYPTIAN NATIONALISTS.

## A CONGRESS BARRED BY FRANCE.

(Reuter's Service to the China Mail.)

LONDON, September 17.  
The French Government has prohibited the holding of an Egyptian Nationalist Congress in Paris this month.

The Government announces that it has acted in this matter entirely on its own initiative, as it does not desire Paris to become the centre of an Anti-British crusade, and it also disapproves of the Pan-Islamic tendencies of the Nationalists.

Owing to the very wet weather many members of the congregation were prevented from being present at the harvest festival services at St John's Cathedral on Sunday and unless they send in their contributions the Mission to Seamen will not benefit as much as it deserves. Last year \$250 was collected and the offering amounted on Sunday to \$190, of which \$100 is required for church expenses.

## THE JERVOISE STREET FIRE.

Before Mr J. R. Wood, at the Magistrate's this afternoon, an enquiry was held touching the deaths of seven persons who met their death at No. 98 and 100 Jervoise Street during a recent fire on September 4.

The jurors were sworn in as follows:—  
P. Helm, E. L. Hughes and F. Kapp.  
Mr Leo, D'Almeida's Castro appeared on behalf of the surviving parties of Hak King Tse firm and for the relatives of Leung Che Tow of No. 98 Jervoise Street.

Inspector Gouley conducted the case on behalf of the police.  
Dr Macfarlane, in charge of the mortuary, gave evidence of holding post-mortem examinations on the deceased and stated that the cause of death was asphyxia; four of the bodies were badly burned. An unidentified body was found some days afterwards. It was also badly burned and witnesses were unable to certify the cause of death in that case.

Several witnesses gave evidence of having identified the deceased victims and a number of European officers spoke of recovering the bodies from the debris. The death enquiry was adjourned and the cause of fire was then proceeded with.

The assistant accountant of No. 100 Jervoise Street stated that the fire broke out after 2 p.m. Witness was sleeping in the front room of the second floor and the noise of the collapsing floor woke him up. He got out through a window and shouted out to his folks but got no reply. A little while afterwards witness perceived the fire. Five persons slept on the ground floor and he subsequently saw their dead bodies in the mortuary.

"How do you suppose the fire started," asked his Worship.  
"I don't know," replied witness.  
What kind of a noise did you hear when you woke up? The noise of a building collapsing.

Inspector Gouley—Did you make a statement to me about the fire?—I did.  
Did you tell me that you ran out through the ground floor?—No, I did not tell you that.  
You also did not tell me the room was full of smoke when you ran out?—No.  
Did you see anyone in the street belonging to your shop?—No, I ran to my family house.

Have you seen Po So since?—Yes.  
Where?—In my family house.  
Was that on the morning of the fire?—Yes.  
Do you mean that the mate is living at No. 229 Hollywood Road?—Yes.  
Which house did you go to direct?—I ran back directly to my family house to see my mother.  
When did you go to the Yi Sang Yuen?—On the morning of the fire.  
At what time?—Between 6 and 7 a.m.  
Did you leave your family house and go there?—Yes.  
Did you see Po So before that?—Yes.  
What state was he in?—He had a burned and swollen face.  
Anything else?—His hands were burned. Did you not tell me there were six men sleeping on the ground floor?—No.  
The statement you gave to me was all false.  
His Lordship—He denies having made it. Were you hurt when you jumped out of the window?—No.  
The enquiry was adjourned.

Early on the morning of August 19, Messrs Morley and Lancelotti's millinery establishment at Brixton was completely destroyed by fire. The girl-employees who lived on the premises had no time to dress and rushed into the streets in their nightgowns. They have lost all their clothing. The damage caused by the fire is estimated at £40,000.

The Army Council at Home is seriously considering the adoption of an automatic rifle for infantry, several patterns of which are on the market or in the hands of inventors. Weight and difficulty in ammunition supply are the chief obstacles against the adoption of an automatic rifle, particularly the latter.

## SOUTH AFRICAN ELECTIONS.

## GENERAL BOTHA'S ATTITUDE.

(Reuter's Service to the China Mail.)

LONDON, September 17.  
The *Rand Daily Mail* understands that General Botha, who was defeated by Sir J. P. Fitzpatrick at Frerofia, favours resigning.

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What state was he in?—He had a burned and swollen face.  
Anything else?—His hands were burned. Did you not tell me there were six men sleeping on the ground floor?—No.  
The statement you gave



DODWELL & CO., LTD., Agents



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

STAMEN	TO-SAIL ON	REMARKS
LONDON & ANTWERP, Via Suez, Pango, Chabo, Port Said & Marseilles	CAHNDIA.....	Sept. 22nd, at Noon. Freight only.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	CAHNDIA.....	About 24th, Freight and Passage.
LONDON, via Suez, Pango, Chabo, Port Said & Marseilles	DELEH.....	Noon, 1st. See Special of Call.
LONDON & ANTWERP, via Suez, Pango, Chabo, Port Said & Marseilles	SYRIA.....	About 5th, Freight and Passage.

P. &amp; O. S. N. Co.'s Office.

R. A. HEWITT, Superintendent.

## PORTLAND &amp; ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

FOR PORTLAND, via MANILA, MOJI, KOBE, YOKOHAMA AND HAKODATE.

WITH LIBERTY TO CALL AT HONOLULU &amp; SAN FRANCISCO.

STEAMSHIP TONS CAPTAIN TO SAIL

RYGJA 3807 E. W. GORDON 18th September, at Daylight.

SELJA 4459 O. L. LIE 12th October.

Through bills of Lading issued to Pacific Coast Ports and all Western Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## CANADIAN PACIFIC RAILWAY CO.'S.

ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 6 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec or St. John, N.B.
EMPERESS OF JAPAN.....	EMPERESS OF IRELAND.....
SATURDAY, 8th Oct.	FRIDAY, 4th Nov.
EMPERESS OF CHINA.....	ALLAN LINE.....
SATURDAY, 29th Oct.	FRIDAY, 25th Nov.
MONTEAGLE.....	EMPERESS OF BRITAIN.....
TUESDAY, 8th Nov.	FRIDAY, 18th Dec.
EMPERESS OF INDIA.....	ALLAN LINE.....
SATURDAY, 19th Nov.	FRIDAY, 13th Jan.
EMPERESS OF JAPAN.....	ALLAN LINE.....
SATURDAY, 17th Dec.	FRIDAY, 10th Feb.
EMPERESS OF CHINA.....	
SATURDAY, 14th Jan.	

'Empress' Steamships leave Hongkong at 8.00 p.m. and 'Monteagle' at 12.00 noon.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers as shown above.

The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$27.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port.....\$25.

Via New York.....\$45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW AMOY &amp; FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

HAIYANG.....Capt. J. W. Evans.....TUESDAY, 20th Sept., at 10 a.m.

HAIYANG.....Capt. A. E. Hodgins.....FRIDAY, 23rd Sept., at 10 a.m.

HAIYANG.....Capt. W. C. Pasmore.....TUESDAY, 27th Sept., at 10 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIYUN.....Capt. A. H. Stewart.....WEDNESDAY, 21st Sept., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.

Hongkong, June 23, 1910.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE.

## TO AUSTRALIA.

MAIL SCHEDULE.

SUBJECT TO MODIFICATION.

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN.....	Sept. 23	Oct. 6th, at Noon.
EMPIRE.....	Oct. 21	Oct. 22nd, at Noon.
EMPIRE.....	Nov. 18	Nov. 19th, at Noon.
EASTERN.....		Dec. 10th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are linked throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

SIBB, LIVINGSTON &amp; CO.,

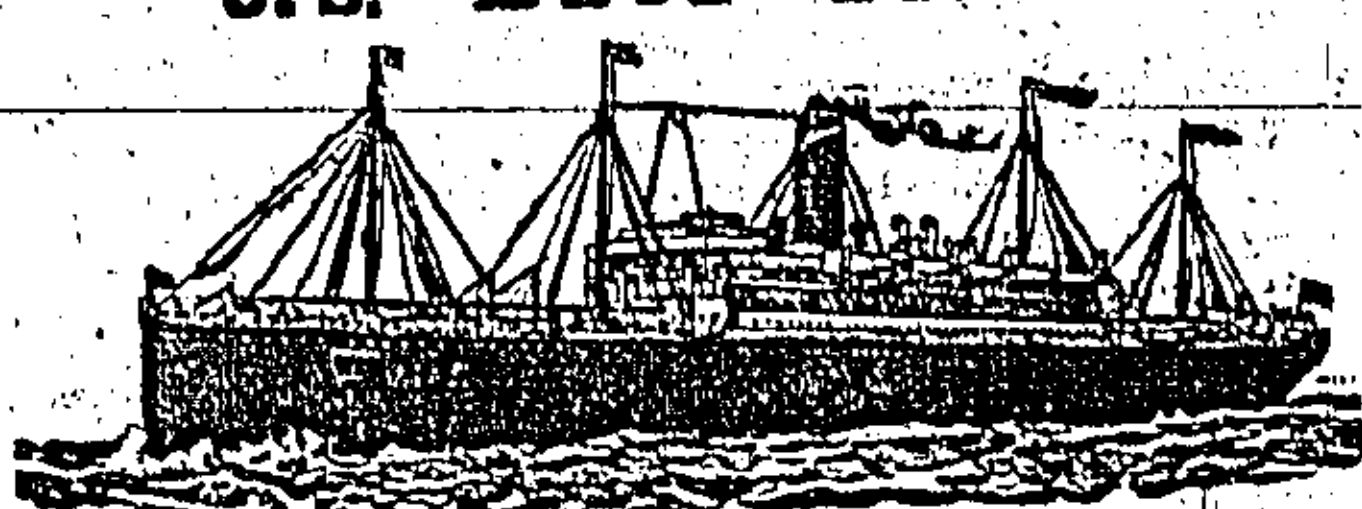
Agents.

Hongkong, November 2, 1909.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	TONS	SATURDAY	SAILING DATE
TENYO MARU.....	31,000	24th Sept., at 1 p.m.	24th Sept., at 1 p.m.
KOREA.....	18,000	1st Oct., at 1 p.m.	1st Oct., at 1 p.m.
NIPPON MARU.....	11,000	15th Oct., at 1 p.m.	15th Oct., at 1 p.m.
SIBERIA.....	18,000	22nd Oct., at 1 p.m.	22nd Oct., at 1 p.m.
MANGYU MARU.....	27,000	5th Nov., at 1 p.m.	5th Nov., at 1 p.m.
OHIO MARU.....	21,000	12th Nov., at 1 p.m.	12th Nov., at 1 p.m.
MONGOLIA.....	27,000	3rd Dec., at 1 p.m.	3rd Dec., at 1 p.m.

\* Twin Screw \* Triple Screw Steamer.

The T. K. K. s. TENYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, 24th September, at 1 p.m.

Fares: Hongkong to London £71, 10s. Return six months £120

24 months £125, including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 29th Oct., at 1 p.m.

Asia.....9,500 " SATURDAY, 19th Nov., at 1 p.m.

The s.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, October 29th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

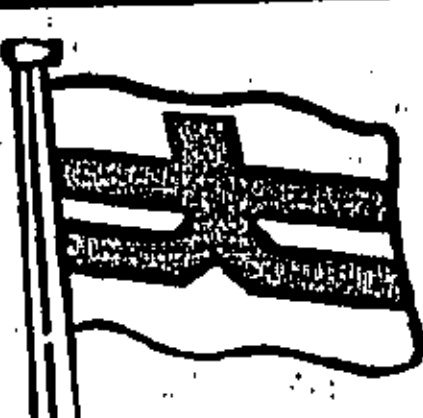
Hongkong to London via Canadian Atlantic Ports.....\$43.

Hongkong to London via New York.....\$45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kine's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE &amp; PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

Steamers

Tons (gross reg.)

Leaves

VICTORIA, B.C. &amp; TACOMA, PANAMA MARU, 6,069, Wednesday, 21st Sept., at Noon.

Via MOJI, KOBE and Capt. T. Ogata.

YOKOHAMA

VICTORIA, B.C. &amp; TACOMA, SEATTLE MARU, 6,182, Wednesday, 5th Oct., at Noon.

Via MOJI, KOBE and Capt. T. Saito.

YOKOHAMA

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For

Steamers

Leaves

SHANGHAI, via SWATOW, CHOSHUN MARU, 21st Sept., at Noon.

AMOY and FOCHOW, Capt. T. Suruga.

TAMSOI via SWATOW &amp; AMOY, JOSHIN MARU, 25th Oct., at 10 a.m.

ANPING, via SWATOW &amp; AMOY, SOSEI MARU, 28th Sept., at Noon.

AMOY

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd class passengers to FOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with the Nankin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$50.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout.

First-class cuisine.

The newly built steamers: 'CHOSHUN MARU' and 'BOJUN MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For

STEAMSHIP

Tons

To SAIL

NAPLES, GENOA, ANZERS, BUELOW, (16,000) WEDNESDAY, 21st Sept., at Noon.

GIBRALTAR, SOUTHAMPTON, Capt. E. Formes.

TON, ANTWERP &amp; BREMEN.....

SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH, 21st Sept.

Kobe &amp; Yokohama.....Capt. E. Malchow. (16,000).

MANILA, ANGAUR, YAP, COBLENZ, 8th October, at Daylight.

NEW GUINEA, BRISBANE, Capt. H. Raegenor. (6,100).

SYDNEY &amp; MELBOURNE.....

YOKOHAMA AND KOBE.....COBLENZ, Capt. H. Raegenor. (6,750).

KUDAT AND SANDAKAN.....BORNEO, Capt. F. Sembill. (6,000).

For further Particulars apply to

Norddeutscher Lloyd,

MELOHERS &amp; CO.,

General Agents, Hongkong &amp; China.

## THE RUBBER MARKET.

In their weekly rubber share circular Messrs Ellis and Ellis state:—The rubber share market has been again extremely dull and values, both for sterling and Singapore stocks, suffered a further marking down all round.

This was especially the case during the week in the section comprised by Singapore dollar stocks. Another call is being made on the depleted finances of our southern friends by a recent flotation with an invitation to subscription amounting to \$1,200,000 (Strait). The plantations are in Indragiri, Sumatra. The appearance of the local market can be summed up, in the single phrase, "a sorry one," which is further depressed by the continued drop in the price of the raw article. The long looked for demand for rubber by manufacturers from across "the herring pond" has not yet materialized and the uncertainty as to the American position has led to the cable London report that "the future of the market is most difficult to forecast." The price of fine hard Para dropped from 7s 10d on the opening day of the week to 7s 2d, which is the closing quotation to-day.

The Hebdomadal Council at Oxford has issued a report, accompanied by an introduction by Lord Curzon. It recommends the reconstitution of the Faculty, with the creation of a General Board of Faculties, the reorganization of the teaching system, with definite class lectures, the reform of the Fellowship system and the substitution for the responson of a trace examination to be held at Oxford or in schools elsewhere. It also includes proposals for facilitating the admission of poor men and accepts the principle that Greek will no longer be compulsory for the Arts degree.

The Englishman's special correspondent at Dacca telegraphed as follows on the 23rd August regarding the conspiracy trial:—"The energy and determination recently displayed have already had excellent results in the improvement of law and order, and in raising the cloud of terror under which the population has been compelled to live at the desire of a knot of politicians, many as foreign to the land as the English themselves. Among the villagers, especially among Mahomedans, there is a visible sense of relief. Eastern Bengal is naturally a fertile region, thickly peopled, with a productive soil, good rainfall and abundant communication by water, and given social freedom, strongly maintained law and order, and a firm Government, the Eastern Province must spring ahead. The recent firmness and energy displayed makes the hope very bright. This is the opinion here, not in official circles alone. The more extreme Moderates have another opinion well voiced in Calcutta."

## Hotels

## KING EDWARD HOTEL

HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS

PRIVATE BAR and BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

TAKES D'HOTEL at SEPARATE TABLES.

Tele. Address: 'VICTORIA', Hongkong.

For Terms, etc., apply to the

MANAGER.

Hongkong, October 2, 1908. 1553

## VICTORIA HOTEL

SHAMEN, CANTON.

Manager.....Mr. H. HAYES

Telegraphic Address: 'Victoria Shamien'.

Situated on the British Concession.

MACAO HOTEL,

MACAO

Telegraphic Address: 'Farmer Macao'.

Situated in the Centre of the Grand.

Both Hotels electrically lighted and under experienced European Supervision.

GUIDES and ORAINS PROVIDED.

Every information and special attention to Tourists. Reasonable Rates.

Wm. FARMER, Proprietor.

Macao, May 13, 1906. 739

## BRAEIDE, PRIVATE HOTEL.

STANDING in its own grounds with

Tennis and Croquet Lawns, Large

Airs and Well Furnished Rooms, Every

home comfort. Fine View of the Harbour.

Telephone No. 690.

Apply to: Miss F. W. WATTS,

'Braeide', 20, Macdonnell Road.

Hongkong, September 2, 1908. 1214

## 'KINGSCLERE' PRIVATE HOTEL.

APPROACHED from Kennedy Road

and Macdonnell Road.

Tel. No. 134. Telegraph Address: 'KINGSCLERE'.

Electric Light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.

Proprietress, Mrs. F. SAOISE.

Hongkong, September 1, 1908. 1208

## PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On Sale at the 'China Mail' Office, 5, Wyndham Street.

Prices.....10 cents.

## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For

STEAMSHIP

To SAIL

TIENTSIN via WATSI, CHEONGSHING, TUESDAY, Sept. 20, at Noon.

SHANGHAI, LUKANG, TUESDAY, Sept. 20, at Noon.

SINGAPORE, PENANG, TUESDAY, Sept. 20, at Noon.

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## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamers from Colombo to London	Days	Days
Colombo				(Brindisi)	(London)
DELHI	8000	Feb. 4	Mantua	11000	Saturday
ABOARDIA	7000	Feb. 18	Malwa	11000	Mar. 4
ASSAYE	7500	Mar. 4	Macdonia	10500	Mar. 18
MARMORA	10500	Mar. 18	(Through Str. call at Bombay)		Apr. 1
DEVANHA	8000	Apr. 1	Moldavia	10000	Apr. 15
DELHI	8000	Apr. 15	Mongolia	10000	Apr. 29
ASSAYE	7500	Apr. 29	Mogea	11000	May 13
DELTA	8000	May 13	Mooltan	10000	May 27

Passengers change steamers at Colombo, and those for Earliest transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Suez).  
1st Saloon.....£48.10 Single. £108.14 Return.  
2nd ".....£24.8 " £72.12 "

In addition to the above M&amp;O Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamer	Tons	Leave Hongkong	Days	Days
				(London)
SUNDA	4700	Jan. 25	March	11
NUBIA	6907	Feb. 8	March	25
SYRIA	6860	Mar. 22	April	5
NOBE	6700	Mar. 22	May	8
PALAWAN	4700	Apr. 5	May	22
BORNEO	4600	Apr. 19	June	5
SICILIA	4600	May 3	June	19
SUMATRA	4600	May 17	July	1
NILE	6700	June 31	July	14

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles, France to London (Including Suez).  
1st Saloon.....£55.0 Single. £120.0 Return.  
2nd ".....£27.5 " £67.5 "

Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For	STEAMER	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	OCEANIC	SELLERS	Sept. 28, p.m.
MARSEILLES, Via Port	TOURANE	LANGLIN	Sept. 27, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	DUNBAR	REDUPAT	Oct. 10, p.m.
MARSEILLES, Via Port-V. GIOTAT	BARILLON	BARILLON	Oct. 11, at 1 p.m.

TRANS-SHIPMENT ON THE O. S. Steamers at SHANGHAI for BATAVIA, S. COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA at PORT SAID for the SUEZ CANAL, COAST GUARD and BLACK SEA.  
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. THOMAS, Agent,

QUEEN'S BUILDING

HAMBURG-AMERIKA LINIE,  
HAMBURG.REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
via STRAITS AND COLOMBO,  
To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.TAKING Cargo at through rates to all European, North Continental and British Ports, via Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.  
And all North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe and Yokohama	For Marseilles, Havre & Hamburg
S.S. O. FRED. LAEISZ, 23rd Sept.	S.S. AMERICA, 4th Oct.
S.S. ARABIA, 6th Oct.	For Havre, Hamburg & Antwerp
S.S. SENEGAMBIA, 21st Oct.	S.S. BADENIA, 8th Oct.
S.S. SUEVIA, 4th Nov.	For Havre & Hamburg
S.S. WESTPHALIA, 13th Nov.	S.S. ALFIDA, 13th Oct.
S.S. ARABIA, 13th Nov.	For Marseilles, Havre & Hamburg
S.S. SCANDIA, 1st Dec.	S.S. O. FRED. LAEISZ, 23rd Oct.
	For Rotterdam, Havre & Antwerp
	S.S. BELGIUM, 2nd Nov.
	For Havre & Hamburg
	S.S. AMERICA, 6th Nov.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Ship	Tons	Captain	For	Sailing Date
RUBI	2540	R. Rogers	Manila	Saturday, Sept. 24, at Noon
ZAFIRO	2540	A. Fraser	Manila	Oct. 1, at Noon

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY.S.S. 'MARMORA',  
10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
MARSEILLES AND LONDON, Via BOMBAY,WILL leave Hongkong on MARCH 18th, 1911, staying  
at Bombay 24 hours only and is due to arrive at—

MARSEILLES.....April 15th.

LONDON.....April 22nd.

FARES TO LONDON—

1st Saloon.....£71.10 Single. £108.14 Return.  
2nd ".....£24.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

CANADIAN PACIFIC  
RAILWAY CO.

## FOR VANCOUVER.

THE Steamship  
SUVERIC,From Hongkong, on  
TUESDAY, 27th September,

for VANCOUVER Direct.

To be followed by

KUMERIO, 29th October.

AYMERIO, 30th November.

SUVERIC, 15th December.

OCEANO, 17th January.

Raffles Landing issued to Victoria, Van-

couver and Overland Points in Canada,

the United States and to the West Indies.

For further information regarding rates

of freight, etc., apply to

CANADIAN PACIFIC

RAILWAY CO.,

HONGKONG.

Hongkong, Sept. 13, 1910.

1118

AUSTRIAN LLOYD'S STEAMSHIP NAVIGATION COMPANY.

STEAMSHIP FOR

TRIESTE, DIRECT, CALLING AT

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUVA AND

PORT SAID.

(Taking Cargo at through rates to the

Straits, to South Africa, Persian

Gulf, Red Sea, Black Sea, Levant,

Venice and Adriatic Ports.)

THE Co.'s Steamship

VORWARTS,

Captain BEDNARZ, will be despatched as

above on THURSDAY, 29th Septem-

ber.

This Steamer has special accommoda-

tion for passengers. Electric Light and

carries a Doctor.

For information as to Passage and

Freight, apply to

SANDER, WIELER &amp; CO.,

Princes' Buildings,

Hongkong, August 30, 1910.

1059

AUSTRIAN LLOYD'S STEAMSHIP NAVIGATION COMPANY.

STEAMSHIP FOR

TRIESTE, DIRECT, CALLING AT

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUVA AND

PORT SAID.

(Taking Cargo at through rates to the

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tion for passengers. Electric Light and

carries a Doctor.

For information as to Passage and

Freight, apply to

SANDER, WIELER &amp; CO.,

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN,

Taking Cargo at Through Rates to

TAWAU, LAHAD DARU, LABUAN,

JOLO &amp; MENAN.

THE Steamship

BORNEO,

Captain F. SEMILL, (ready to load on

Monday, a.m.), will leave on TUESDAY,

the 20th instant, at 9 a.m.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,

MELOCHERS &amp; CO.,

General Agents.

Hongkong, Sept. 15, 1910.

1128

NORTH BRITISH &amp; MERCANTILE

INSURANCE CO.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1909,

£19,875,357.

I—Authorized Capital £8,000,000

Subscribed Capital £3,375,000

Paid-up Capital £1,312,500 0 0

II—Fire Funds £3,488,138 6 7

III—Life &amp; Annuity Funds £5,093,333 10 11

Sinking Fund Account £3,388 2 0

£19,875,356 19 6

Reversion Fire Branch—

Life &amp; Annuity 2,352,096 17 10

Branches 1,897,635 14 3

Marine Department 208,921 7 8

Other Receipts 76,252 8 1

£4,434,806 7 10

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES &amp; CO.,

Agents.

Hongkong, February 4, 1910.

158

ROSSIA INSURANCE

COMPANY.

ST. PETERSBURG, RUSSIA.

TOTAL ASSETS.....Rubles 75,674,840.

NOTICE IS HEREBY GIVEN that

Messrs MELOCHERS &amp; CO. have

been appointed our AGENTS in Hong-

kong.

Referring to the above Notice, we have

taken over the Agency of the

ROSSIA INSURANCE COMPANY,

St. Petersburg, Russia.

We are prepared to accept Orders for

FIRE &amp; MARINE INSURANCE

(European and Chinese Risks) at Current

Rates.

MELOCHERS &amp; CO.,

Insurance Dept.,

Hongkong, February 4, 1910.

158

A HISTORY OF UNION

CHINESE.

By the Rev. G. H. BONDFIELD and

BY DYER BALL, M.B.A.

Edited by Rev. G. H. BONDFIELD.

To be had at the 'CHINA MAIL' Office,

6, Wyndham Street.

Price.....\$1.00.

THE COMMERCIAL LAW AFFEY-

LING CHINESE.

With Special Reference to

PARTNERSHIP REGISTRATION

BANKRUPTCY LAWS IN

HONGKONG.

Reprinted from the 'China Mail'.

For sale at the 'China Mail' Office,

at 6, Wyndham Street.

Price.....20 Cents.

## Notices to Consignees

AUSTRIAN LLOYD'S STEAMSHIP NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUVA,

ADEN, BOMBAY, COLOMBO,

PENANG AND SINGAPORE.

THE Company's Steamship Austria,

having arrived, Consignees of Cargo

are hereby informed that their Goods are

being landed at their risk, into the

hazardous and/or extra hazardous Godowns

of the HONGKONG AND KOWLOON WHARF

Arm Godown Co., Ltd., Kowloon, whence

delivery may be obtained.

This Steamer brings Cargo from

Venice ex a.s. Almira, Tebe &amp; Med-

vich, transhipped at Trieste.

Trieste ex a.s. Kober, transhipped at

Bosny.

Optional Cargo will be discharged here

unless notice to the contrary be given

immediately.

No Claims will be admitted after the

Goods have left the Godown, and all

Claims must be sent to the Office of the

Underinsured before Noon on the 23rd

September, 1910, or they will not be

recognised.

All Broken, Chafed, and Damaged Goods

are to be left in the Godown, where they

will be examined on the 23rd inst., at

10 a.m.

No Fire Insurance has been effected, and

any Goods remaining in the Godown after

the 23rd September, 1910 will be subject

to rent.

Bills of Lading will be countersigned by

SANDER, WIELER &amp; CO.,

Agents.

Hongkong, September 17, 1910.

1133

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES

THE STEAMSHIP PATHAN.

FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES of Cargo are hereby

informed that their Goods are

being landed at their risk into the

Godowns of Holt's Wharf at Kowloon,

whence and/or from the wharves delivery

may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before

No claims will be admitted after the

Goods have left the Godown, and all

Claims must be sent to the Office of the

Underinsured before Noon on the 23rd

September, 1910, or they will not be

recognised.&lt;/



